

Bimonthly

safe ride news™



Protecting Children in Traffic

May/June 2004 • Vol. XXII, No. 3

Side-Impact Air Bag News

NHTSA 1999 Consumer Advisory being revised

Following the realization of the number of CR manufacturers that recommended not placing a CR next to an active side-impact air bag (*SRN*, March/April 2004, page 4), NHTSA removed its 1999 consumer advisory from its website. The agency is actively working on a new version.

New side-impact standard proposed

On May 12, NHTSA issued a proposal for upgrading the standard for side-impact protection for passenger vehicles weighing up to 10,000 pounds. In response to information that nearly 60 percent of the fatalities in severe side impacts involved brain injury, the agency is adding head-impact tests. It also would add tests with a small adult female dummy (4' 11" tall) and use an upgraded version of the average-size male dummy. Overall, the changes also would improve chest (thorax) and pelvic protection.

The existing test that imitates a 90-degree lateral impact of one vehicle into another would be enhanced by adding head injury criteria for front- and rear-seat occupants. An entirely new test would be added at 20 mph into a rigid pole with an angle of 75 degrees from frontal. This is intended to simulate one common type of crash that often causes head injuries.

Child dummies are not included nor are the voluntary out-of-position tests developed by industry for people leaning against the door.

Comments will be accepted until mid-October. Submit them at <http://dms.dot.gov>.

Federal Register, Vol. 69, No. 95, May 17, 2004, pp. 279990 or www.nhtsa.dot.gov/cars/rules/rulings/sideimpact/index.html

Child Restraint Product Update

Deborah Stewart, SRN Editor, attended the annual Juvenile Products Manufacturers Association show in Dallas in early May. A number of new manufacturers were exhibiting and some manufacturers were absent, specifically Dorel, Graco, Peg Perego, LaRoche Brothers, Jupiter, and Baby Trend. There will be a fall show for independent specialty stores this year that is likely to provide more insights into new products.

Overall, there were many new manufacturers who promise interesting variations to come, such as infant-only seats that can only be used with their bases. No big changes in LATCH attachment methods or hardware were seen.

In Brief

Two solutions for lap-only belts for children over 40 pounds:

Safe Traffic Systems: *Ride Safer Travel Vest*, for lap belt and tether or as lap-shoulder belt repositioning restraint.

Safety Angel: *Ride Ryte* booster, for use with E-Z-On Vest, 86-Y Harness

New on the market

Compass: *B500*, folding belt-positioning booster

New or Expected Soon

Merry Go Tots: *Lullaby*, convertible with separate base (from Australia)

Contribute to
Kidz in Motion

Help make the next CPS
Conference happen

Orlando, Aug. 5-7
2005

See Calendar, p. 8

Chicco: an infant-only seat coming early in 2005.

Major changes for Manufacturers

XSCi has stopped making the *Pioneered II Safety System*, the air bag-compatible infant restraint.

Car Seat Specialty/Nania has merged its line into that of Combi.

Safeline Kids (*Sit 'n' Stroll*) is now being marketed by Triple Play.

Product News by Manufacturer

Listing is in alphabetical order; only significant changes that were shown are included. **Mention here does not imply product endorsement.** Dates of availability may change.

Basic Comfort

The booster (*Galaxy 2000*), made of EPS foam, is now only sold as the *Ride Ryte* booster (high-back and backless), can be combined with the *E-Z-On Vest* or *86-Y* or *Kid-Y Harness* or from E-Z-ON Prod-
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Deborah Davis Stewart,
Editor

Safe Ride News is a subscriber-supported bimonthly publication for health and safety professionals and advocates. Mention of products in this newsletter does not signify a recommendation or endorsement by the publisher.

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Safe Ride News is published bimonthly for \$77 per year by Safe Ride News Publications.

Safe Ride News Publications

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Annual Subscription Rates:

\$77 regular • \$65 introductory

POSTMASTER: Please send address changes to *Safe Ride News*, PO Box 77327
Seattle, WA 98177-0327

Editorials

The Best Insurance: Doing It Right

In this litigation-happy nation, we all have to think about liability insurance. What if we get sued, even if we did everything right? We need insurance just to defend ourselves (see page 5). Suits don't happen every day, just like car crashes. Remember what we say to parents: that they need to be prepared—and everyone restrained—on every ride.

However, even with insurance, the critical issue is still the need to do everything right, morally and technically. All the insurance in the world won't right a wrong or heal an injury. So, while we should be insured, we must also protect ourselves every day. That doesn't mean giving only the rules that are emphasized in training (all rules have exceptions), refusing to touch a car seat, or dropping out of the field.

How can we protect ourselves? By following these ten practices:

1. being well trained and having a current certification
2. staying up-to-date regarding products, research, standards, and best practice
3. using available reference materials (manufacturers' instructions, LATCH manual, etc.) whenever we provide education or advice
4. making sure all handouts are up-to-date and thoroughly reviewed prior to publication
5. working with a mentor for practical guidance—someone with more experience if possible or, if not, a colleague who also follows these key practices
6. practicing by dealing hands-on with child restraint use and installation frequently
7. teaching parents and caregivers to use restraints properly, so they are the ones doing the installation and the harnessing of their child at a checkup
8. presenting as much information as possible to users regarding gray areas and allowing them to make their own decision
9. saying "I don't know but I'll try to find out" rather than guessing
10. documenting what was done in every checkup, how the car, child, and restraint left the checkup, and what information was provided

I urge instructors to share these ten points with their trainees. This list is on our web site in reproducible PDF form.

Urgent! Support Legislation to Prevent Parked Car-Related Deaths

In the Senate version of SAFETEA, the highway authorization legislation, Title IV of S. 1072 includes requirements to:

- require power window switches in new vehicles that will not inadvertently strangle children
- evaluate backup warning devices to help prevent back-over deaths of children
- require NHTSA to collect data on non-crash non-traffic incidents.

The House version of the legislation does not include these modest requirements. I urge everyone who cares about kids to write immediately to their legislators to make sure they back the Senate version.

You can do this easily by going to a website set up by Consumers Union to relay constituent opinion to Congress and the President: www.SafeCarsForKids.org.

Deborah D. Stewart

Letter to the Editor

Regarding article in the March/April issue on school bus restraints, page 5

"It is definitely NOT our goal to require 3-point belts in buses. ... We believe that it should be up to individual communities to decide how best to spend their tax dollars to protect their children in their schools. ... Our testing has shown that children riding in the SafeGuard school bus seat are safer than those who are unrestrained, especially in rollovers and side-impact crashes. ... In addition, IMMI believes that one of the greatest benefits of having safety belts on school buses is that it supports the idea that children should fasten their belts EVERY TIME they get into a vehicle."

Steve Wallen, General Manager
IMMI SafeGuard Division

Lifesavers CPS Workshops

Some presentations can be found at www.lifesaversconference.org.

Technical Issues for CPS Advocates

David Campbell (Angel Guard Products) addressed design challenges for child restraints. Child restraint (CR) makers must take into consideration not only best practice but also business priorities such as consumer preferences, retailers' demands (for low prices, volume), capital investment, and regulatory limitations. For example, designing a CR with a harness for use over 40 pounds is determined by FMVSS 213 head-excursion limits and low projected volume for the seats.

Representatives of vehicle manufacturers Artie Martin (General Motors) and Paul Butler (Ford) discussed the following rulemaking and related issues:

- A vehicle seat proposal under consideration would position the head restraints farther forward than many are currently, creating incompatibility with the high backs of some child restraints and boosters.
- Increasing tether anchor weight maximums to above approximately 60 pounds would result in some anchors being relocated from the seat back to the cargo floor.
- Incompatibility can arise because vehicles must meet a strict design standard for lower anchors while CR models are not required to fit into the standardized vehicle seat fixture. Also, NHTSA requires lower anchors even where full sized CRs cannot fit in the space beneath the rear window, such as in some sports cars.
- Side air bag issues: experience has so far shown no child deaths, only minor injuries. Some vehicle manufacturers

have included consideration of CRs in their design of the side air bags, using the Technical Working Group (TWG) Side Impact Air Bag Guidelines and testing CRs in their vehicles with good performance.

Randy Kiser (Evenflo) followed with comments from the CR manufacturer perspective.

- Evolution of LATCH system use in the center position with outboard LATCH anchors will depend on increased demand and additional real-world experience. Uncertainties include performance in non-frontal crashes and side-loading on connectors. If a center seating position is preferred by the user, installation with a vehicle seat belt is still a very good option. Some CRS manufacturers are providing this guidance in their instruction manuals
- The meaningfulness of the NHTSA child restraint rating system is diluted by numerous sub-categories.
- Revised FMVSS 213 test requirements effective in August 2005 will affect angle indicators and labels, may help control head excursion, and might allow forward-facing CRs to be certified without the tether and/or to higher weights with the harness.

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Side Impact Protection

Susan Ferguson, PhD, Insurance Institute for Highway Safety (IIHS), discussed an in-depth study of fatal crashes in 2000 in which children in child restraints died. The goal was to examine how children were dying in these crashes and what more could be done to improve protection. Thirty-eight percent of the deaths were in side impact crashes. Almost half of these crashes were unsurvivable, but, among the potentially survivable crashes, intrusion was a major factor in the deaths and the likely cause of death in all these cases was head injury. These findings suggest that FMVSS 213 should require side impact testing for child restraints.

Flaura Winston, MD, PhD, Director, TraumaLink, Children's Hospital of Philadelphia, reported on a new collaboration of major organizations (TraumaLink, NHTSA, Takata, Transport Canada, George Washington University, UMTRI) interested in side-impacts and child restraints. Phase one of their study is field data collection, which is being done through the Partners for Child Passenger Safety Project with State Farm Insurance. Although the overall injury risk was low, when comparing children in forward facing child restraints in frontal and side impact crashes, the injured children (with an injury of AIS 2 and greater) were primarily on the struck side. Children in minivans had the lowest injury risk compared to passenger cars, pickup trucks, and SUVs. Those riding rear-facing generally had the best outcomes regardless of seat position.

To learn more about mechanism of injury, there will be in-depth study of 64 cases in which 20 percent of children received injuries. This will be essential to develop appropriate side-impact test protocols.

"Side-Impact Syndrome" is the term given by researchers studying child injury cases under the CIREN project at Children's National Medical Center. Suzanne Stevens, PhD, described the syndrome as being a distinct pattern of head and thoracic (chest) cavity injuries. All of the children seen in their study were restrained and had suffered serious injury. Most were between the ages of 4 and 8 and had been restrained by three-point or lap-only seat belts. Those children in side impacts were three times as likely to have a severe injury as those in frontal crashes. They most often had been injured by striking the door panel (or having it intrude on them) rather than the window because they were shorter than an adult.

Contacts

Susan Ferguson, IIHS: www.iihs.org

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www.traumalink.chop.edu

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Safe Ambulance Transport

Dr. Marilyn Bull, Riley Hospital, reviewed the research and current best practice on

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Many thanks to Editorial Board members Cheryl Neverman, Jim Ellis, and Annemarie Shelness, who have recently resigned due to other commitments. Their hard work and sound advice over the years has helped make SRN the high quality publication that it is today.

transport of children in ambulances. The CDC has recently reviewed the issue of safety of all ambulance occupants and suggested that cots be developed with better upper body restraint and that occupant protection systems be improved. Pediatric mobile ICU vehicles are in use everywhere but have no forward-facing passenger seats on which a CR can be installed. Non-emergency transport can be planned to use the best equipment/techniques possible. (See research article at the web site below).

Beth Geoghegan, a paramedic supervisor with American Medical Response in Palm Beach County, Florida discussed how they have applied special needs restraint information. She conducted awareness trainings and hands-on for all the crews, got needed seats (one per ambulance) with help from Palm Beach County SAFE KIDS, and is developing a protocol that fits the needs of her company. She prepared a list of questions to help in developing a protocol that is as foolproof as possible and easy to understand (available by fax—see below—or on the Lifesavers web site). They devised a child restraint replacement program using an adhesive card to affix to the seat referring parents to sources for new seats.

In answer to a question regarding encouraging reluctant departments to deal with CPS issues, Dr. Bull said it is important to consider risk management decisions. The study exists in the literature and it is the responsibility of policy makers to stay informed and provide the safest transportation possible.

When purchasing a convertible CR to use restrained on an ambulance cot as tested by Dr. Bull, it would be ideal to get the manufacturer to sign off on using it with both belt paths on a gurney. If they hesitate, refer to the research article below. Dr. Bull noted that Cosco (Dorel) will provide extra sets of loops so the Dream Ride car bed can be installed using both belts.

Contacts

Marilyn Bull, MD, Auto Safety Program, Riley Hospital for Children, Indianapolis, 317-274-2977

Article: **Crash Protection for Children in Ambulances**, www.preventinjury.org/research.asp

Special Tomato: A New Specialty Child Restraint

Just as Snug Seat stops producing its family of adaptive child restraints, a new player has entered the specialty restraint field. Bergeron Health Care of Dolgeville, N.Y., now offers Special Tomato Multi-Positioning Seat (MPS) brand child restraints. They are latex-free and made from a proprietary form of soft molded plastic. Bergeron's founder, Tim Bergeron, was among original developers of the Carrie child restraint made by Sammons Preston Rolyan.

The Special Tomato family of devices includes two child restraints, a WC-19 transit option wheelchair, and two non-transportation versions (positioner and push chair). The forward-facing-only Special Tomato MPS Car Seat comes in two sizes: Small for children 20 to 80 lbs. and 32.5 to 50 inches tall (certified to FMVSS 213), and Large for youth 80 to 150 lbs. and 50-63 inches tall (also dynamically tested).

The seat belt path is serpentine (front to back to front), similar to some Britax products. A tether is required at all times. The company offers heavy-duty tether hardware for use with heavier children, for whom vehicle anchors do not suffice (40 to 60 pounds, depending on the vehicle manufacturer). The flexible LATCH attachments should be used only up to 48 pounds. The five-point harness can be adjusted from the front, under the shoulder strap protectors. For adaptability, the device seat can be adjusted within a 30-degree total range (15 degrees from vertical in either direction) to accommodate children's needs. Cost is \$889.95 for the small version and \$1,109.95 for the larger one.

—Sue Miller Smith

Contact

www.adaptivemall.com, 800-371-2778.

Elizabeth Geoghegan, Martin Memorial Health Care Systems, Palm Beach County, FL, 561-248-6088, (fax) 772-545-2004, Gvbd3@aol.com

(Send Geoghegan your fax number if you would like a copy of the protocol suggestions.)

Spelcast Alternatives

With the depletion of stock of the discontinued Snug Seat Spelcast child restraint for children in spica casts, there is an obvious need for an alternative. A number of CPS-trained people working with transportation of children with special needs have offered the suggestions below based on their experience.

Note: These suggestions are based on individual experiences, not testing with a dummy with a spica cast. The child's casted weight should be followed. Also, the shape of the cast will vary from child to child, so not every casted child is likely to fit into all of these seats.

For rear-facing use:

- Alpha Omega, which has a higher upper weight limit than most (35 pounds) and relatively low sides for a rear-facing seat.
- The Cosco/Dorel TLC, use up to 20 pounds, very low sides; some casts may interfere with the belt path over the baby's lap.
- Snug Seat Car Bed, being discontinued and expensive, order immediately to have a commodious car bed available when needed—800-336-7684.

For forward-facing use:

- Car Seat Specialty, Airway, to 50 pounds with harness, relatively long crotch strap, tight installation may be difficult if seat belt is somewhat forward of the bight, so tether use is especially important; use as BPB above 50 pounds;
- Dorel, Alpha-Omega, to 40 pounds with harness, then use as BPB
- Century, Brevera Contour, to 40 pounds with harness, then use as BPB
- E-Z-ON Products, Modified E-Z-ON Vest, use over child over age 2 lying flat; full back seat space is needed.
- Other combination seats with low sides and arm-rests that fold up out of the way,

Some CPSTs, PTs and OTs in hospitals are attempting to work with the orthopedic surgeons to encourage them to modify the shape of the casts they put on children so they are more compatible with child restraints. SRN hopes to run an article on this topic and would like to hear from people who are doing this.

Insurer Offers CPSTs Discount Coverage

CPSTs with personal liability policies report being quoted costs ranging from under \$100 to more than \$3,000. Circumstances vary, so it is difficult to compare. Some CPSTs – including those who are self-employed or volunteering – are using an insurer that specializes in discounted policies for providers in the health care field: Healthcare Providers Service Organization.

HPSO insures by occupational specialty, and places CPSTs under its “Health Educator” category. On request, HPSO will add an endorsement stating that the Health Educator policy specifically includes “CPST, certified.”

The annual premium for self-employed, employed, or volunteer CPSTs is \$89. Additional discounts (from 10% to 50%) are available for retirees, volunteers, first-year graduates, and policy holders who complete six hours of risk management training.

Coverages are \$1 million per occurrence (coverage as long as the holder was insured at the time of the event in question), \$6 million aggregate. There are no deductibles. Coverage for individuals also addresses related activity, specifically: depositions, taking time off work to testify, license protection costs (where applicable), assault issues, medical bill claims, slander-libel defense, first aid response issues, and property damage claims.

HPSO has been in business since 1976 and offers insurance in all 50 states and U.S. territories. Policies become effective in 48 hours if purchased online at www.hpso.com; if applying by fax or mail, processing takes longer.

—Sue Miller Smith

Contact

HPSO: 800-982-9491; www.hpso.com

NOTE: SRN called HPSO to confirm its terms of insurance in general but readers will need to examine their own circumstances, tolerances, and potential array of carriers or limits. SRN offers this article solely as a public service, not as an endorsement or analysis. If readers learn of other carriers offering CPST-specific coverage, please let SRN know.

Confusing Strap Height Recommendation for Rear-Facing Newborns

The recommendation given in the standardized CPS curriculum and in child restraint instructions calls for strap-height for rear-facing restraints to be positioned at or below the baby’s shoulders. This is an over-simplification that can lead to confusion. In many sets of instructions, there is an absolute statement that the straps “**must** be at or below the shoulders.”

The acceptance of this concept over the years has led to the design of many products with lower slots than in the past. Many rear-facing CRs now fall well within the acceptable criterion of 10 inches or less set by the AAP in its policy statement of 1996. That 10-inch height was low for products at that time, but is higher than the shoulders of most newborns, especially premature infants.

It can be very confusing for parents to be given a seemingly absolute rule which may not be possible to follow. CPSTs and other educators could simplify the message by encouraging parents to use the lowest available slots until the baby’s shoulders reach the higher slots. They should understand that the closer the slots are to the baby’s shoulders the better. However, even if the lowest slots are above the newborn baby’s shoulders, the seat can be used. If there is a wide discrepancy, a different seat could be found (see list, right).

Editors’ Note

Better, simpler wording, in my opinion, would be “use the lowest slots until the baby’s shoulders reach the level of the upper slots.”

Dorel Instructions to Change Regarding Strap Height

It was discovered recently that recent versions of the Dorel TLC infant restraint instruction booklet have a misstatement indicating that the straps must be “AT or JUST ABOVE” the shoulders. In addition, there is confusing wording in the TLC, Arriva, and Designer 22 infant seat instructions, indicating that those restraints should NOT be used if the lowest harness slots are above baby’s shoulder level.

Dorel currently is correcting the instructions on the TLC and eliminating the prohibition on use of the seat. A spokesperson said that the company does not intend for parents to avoid using its infant seats for newborns whose shoulders are below the slots. The same language found in instructions for some convertible models will not be changed, as the company would prefer owners to use an infant restraint instead for the smallest babies.

According to SRN’s measurements, the Eddie Bauer Infant Seat and Safety 1st Designer 22 have strap slots much lower than the TLC and Arriva. (See list below.)

Other manufacturers’ products

Other manufacturers’ instructions for rear-facing restraints that SRN reviewed generally indicate that the straps **MUST** be at or below the shoulder level. They do not, however, specifically prohibit use of the seat if the baby’s shoulders are below the lowest slot.

Products with low strap slots

from 2004 SRN Fact Sheet on premature infants

This list includes **only** infant and convertible restraints with their lowest slots 8 inches or less from the seat. Compiled as of January 2004, it may not include all seats in stores today. Measurements are the height of the lowest slots.

I = Infant-only seat; C = Convertible seat

Infant car seats with no minimum weight limit:

Graco/Century: [I] Assura (7.5”), Smart Fit (6”); [C] Ovation/Encore (8”), Accel (8”)

Graco: [I] Snug Ride (7.5”);

[C] ComfortSport (7”)

Peg Perego: [I] Primo Viaggio (6.5”)

For infants weighing 5+ pounds:

Baby Trend: [I] LATCH-Loc (5.5”)

Britax: [I] Handle with Care (6”)

Dorel/Cosco: [I] Arriva/Turnabout (8”);

[C] Eddie Bauer (7”)

Evenflo: [I] Port About (4.5), First

Choice (6.5”), Discovery (7”); [C]

Titan (7.5”), Triumph (7.5”), Victory (6.5”)

Car Seat Specialty: [I] Baby One (7.5”)

XSCi: [I] Pioneered Infant Seat

Child Restraint Update

Continued from page 1

ucts for use in lap-belt-only positions (see *SRN*, January/February 2004).

Ride Rite Booster from Safety Angel

International: 888-RIDE-RYTE (743-3798), www.safetyangel.com.

Harness or vest from E-Z-ON Products:

800-323-6598 or www.ezonpro.com.

Booster and harness sold as a unit by

Prevention Alternatives: 517-927-7731, www.stores.ebay.com (search for "Safety products for families").

Blue Ridge

After-market travel products designed with crash dynamics in mind include a static cling car window shade (no hard pieces); a thin cloth seat protector with an attached cloth "box" to hold light toys etc.; a wide-angle mirror hooked to tether anchor; and another tethered mirror, "Play and View," which baby can kick to make music.

Britax

General notes

- Color coding on labels and boxes for different types of seats to help consumers select: Green (infant), red (convertible), yellow (youth), blue (booster).
- Regarding use next to side air bags, refer to vehicle instructions.
- If locking clip is really needed, it can be used for the Companion (without the base) and the Husky. (Instructions and web site FAQs are being updated.)
- Attached instruction books, new last year, are now on all models (check along with color coding)
- Covers in a variety of fabrics can be purchased for all seats on the Britax web site (www.britaxusa.com). Some retailers carry covers for the Roundabout and Marathon.

Product Specifics

Companion: an infant-only seat with base, for a baby up to 22 pounds and 30 inches tall; has been on the market since last fall. It has enhanced side-impact padding and an air cushion pillow around the head. The base has a rebound bar and a belt lock-off. Handle should be down for transport.

Roundabout: the base is now smaller, similar to Marathon and has an improved lock-off.

Wizard: Side-wings now have less com-

fort-foam and are not as confining as before.

Bodyguard: the child's minimum height is now listed as 40 inches and maximum height is 60 inches. The shoulder belt guide has been redesigned so the belt can be hooked in instead of clipped.

Chicco

A European company (pronounced Keeko) with a new infant-only seat (not yet named), from birth to 22 pounds, which will be out early next year. Initially, it will be sold as part of a travel system; retail price projected to be \$150 when purchased separately. It has a spring-loaded angle adjustment foot in the base, an A-Lock adjuster on the LATCH strap, one pull adjust to tighten, with a lock-off on each side of the belt tunnel.

Chicco USA, Inc., Lancaster, PA

877-424-4226, www.chiccousa.com

Combi

Car Seat Specialty and Nania products are being added to the Combi line, which will have several lines: Combi, "Combi Select" for specialty stores, and a less expensive "Strolee" line.

The Combi Line:

The original Combi seats are still available: *Tyro* (infant-only, birth to 22 pounds, height 29 inches), *Avatar* (convertible, RF 5 to 30 pounds, FF 20 to 40 pounds), and *Apogee* (BPB).

Victoria, a new convertible, to be available in July (\$150). It can be used rear-facing to 30 pounds. In the forward-facing position, the recline angle can be changed without re-adjusting the seat belt. It has a padded insert for newborns and anti-skid material on the straps.

Airway will become "*Acadia*," basically the same combination seat with a maximum five-point harness weight of 50 pounds; changes from the *Airway*: anti-skid material on the straps, an adjustable-height headrest, and deeper side-wings than the *Airway* (\$150–160).

Yorktown, BPB, 33 to 100 pounds (high-back, \$99)

Everest, backless booster, 33 to 100 pounds, with shoulder belt positioning on strap

The "Combi Select" line:

DK5: infant-only (birth to 22 pounds, 29 inches, five-point Harness) with travel

system, coming early in 2005

Prim Kids, BPB, 33 to 100 pounds, 57 inches, coming Sept. 04; side-wings adjust; back rest is removable

The "Strolee" line (an old name resurrected from the 1980s, but not same company): all Nania brand seats will come under this name by 2005.

Caspian; convertible, \$99, like the *Victoria* (above)

Saratoga: High-back booster, 33 to 100 pounds and 57 inches, \$70, adjustable head restraint, back is removable. (same as Nania DreamerLX)

McKinley: Backless booster, 33 to 100 pounds, with shoulder belt positioning strap (same as Nania Uno)

Combi, Fort Mill, SC

803-802-8416, www.combi-intl.com

Compass

B500: foldable high-back BPB – shipped in January, for kids 30 to 100 pounds; maximum child's height based on shoulder being below the shoulder belt guide; head wings lined with EPS foam; entire backrest adjusts upward, not only the head portion; well-padded seat; armrests rotate up for easier entry and exiting. (National Safety Resources handles institutional sales—see below.)

Other CRs will be coming in 2005.

Compass, Kettering, OH 45439

937-293-9120,

www.compassbaby.com

Evenflo

New models expected at the end of 2004.

Infant restraints:

A new infant-only seat (not named yet); will have one belt path for LATCH and seat belt and a level indicator in middle of the base, so the installer can see it from both sides.

Convertibles:

No new models are expected; padded infant inserts were shown, (lower back, sides, and under baby's buttocks); *Victory* will be discontinued.

Combination seats:

Generations, new combination seat, \$109, 20 to 100 pounds, 57 inches; insert pad for the smaller child (back, side, and head support, with padding under buttocks as well); harness is tightened with a knob on side (harness does not require



rethreading); lights under head-wings so the child can see a toy or book in his lap; will be boxed unassembled.

Merry Go Tots

Lullaby: convertible (birth to 22 pounds RF, 40 pounds FF) expected here in a few months from this Australian company; separate wide base for use in both orientations; v-shaped tether for RF tethering via either the Australian or Swedish method; to convert to toddler mode, the thick padded insert for infants is removed and shell is turned around on the base; travel system available.

Merry Go Tots, El Paso, TX

915-772-7200, 877-MERRYGO (637-7946), info@merrygotots.com,

www.merrygotots.com

Safe Traffic Systems

Ride Safer Travel Vest: Vest-type harness (two sizes: 30 to 60 pounds and 50 to 80 pounds) for use with lap belt and tether or with lap-shoulder belt as a belt positioner to hold lap belt down and route shoulder belt properly; energy-absorbing tether (see photo) has crotch strap; head cushion attaches with Velcro at desired height. The vest is not designed for school bus use at this time. (See SRN, March/April 2004.)

Safe Traffic Systems, Lincolnwood, IL

847-329-8111,

info@safetrafficsystem.com,

www.safetrafficsystem.com

(photo courtesy of Lorrie Walker)

Safeline Kids/Triple Play

Sit'n'Stroll will be marketed by a new company, Triple Play, as of August 1st. At this time, there are no changes in the product, but some innovations in advertising will be coming; a new model is expected in 2005. (National Safety Resources handles institutional sales—next column.)

Triple Play, Hopkins, MN

952-938-0531

bobby@tripleplayproducts.com

Other Product Notes:

Distributor/Institutional sales:

National Safety Resources, Columbus, Ohio, will be handling the marketing and distribution of the Ride Safer Travel Vest and the Compass B500 booster to the institutional market. Consumers can purchase the product from Right Start and other independent specialty retailers.

800-620-2268, www.nsrinc.org

Baby Trend

Flex-Loc is the new variation of the *Latch-Loc* infant seat, available later this summer. It will have a webbing-based LATCH system, using two separately ad-

justed straps with proprietary push-on connectors. The angle adjuster is at the foot end of the base. The *Latch-Loc* will continue also.

Dorel Juvenile Group

Starting during the summer of 2003, Dorel no longer has supplied a shoulder belt positioning strap with its backless boosters. This could limit correct fit for the shoulder belt for shorter children who fit within the boosters' weight range. The main risk is that if the shoulder belt is uncomfortable on a children, he or she may place the shoulder belt behind the back or under the arm. (See article on Shoulder Strap Height, page

5, regarding Dorel infant seat instructions.)

NOTE

Stay up-to-the-minute on product changes and new/revised instructions at www.carseat.org, "CPS Tech Access" page, a subscription service.

Safe Ride News

Newsletter for CPS Advocates,
fact sheets for parents, and
LATCH-Tether Manual

800-403-1424, 206-364-5696

nancy@saferidenews.com

Order forms at

www.saferidenews.com

Q. Can a CR advertised as offering side impact protection be used on a side-facing seat?

A. No, the side impact protection offered by some child restraints (deeper side-wings, impact-absorbing foam, etc.) does not provide the type of restraint that would be needed on a side-facing vehicle seat. These CRs are still ONLY for use in forward-facing seating positions, which is how they are tested under FMVSS 213.

There currently is no standardized test for side-impact for child restraints. Side-impact CR tests under development would be for use on forward-facing vehicle seats.

CPSP List-Serve:

To subscribe:

Simply send an email to CPSPList-Subscribe@yahoo.com. This will subscribe you to the individual post mailing. To use the advanced features, you will need a Yahoo ID, as described in your acceptance email.

To post:

To send a message to all subscribers, send a message to:

CPSPList@yahoo.com

To get help:

If you have problems, please contact one of the Moderators or the List Owner. Do NOT post to the entire List.

List Moderators are:

Catherine, cow@rocler.qc.ca

Ross, i0055@yahoo.com

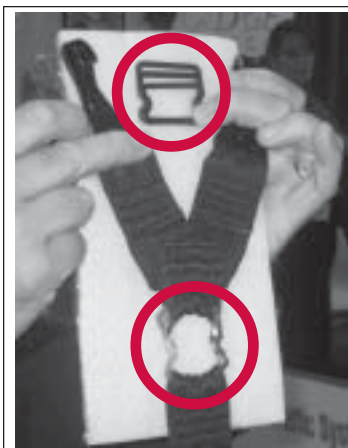
Merritt, merrittn2001@yahoo.com

Instructor Alert

Instructors have responded eagerly to our offer of SRN packets for their trainees and for conference participants. These are being offered because resource information is scanty in the new curriculum and not all trainees are receiving the LATCH-Tether manual.

Packets include a sample of a recent newsletter, order form for the manual and fact sheets, a list of useful web sites, and a discount coupon.

To order packets for your classes, please contact SRN at 800-403-1424, nancy@saferidenews.com. Please order several weeks in advance, if at all possible.



Top circle: hardware from tether strap of Ride Safer Travel Vest before crash test. Below: Intentional deformation of hardware shown after crash test. Three metal pieces are designed to absorb energy incrementally as the force is applied.

Amnesty for Recertification Extended to August 1

The deadline for recertification for CPSTs and Instructors whose certification expired between June 1, 2003 and January 1, 2004 has been extended to August 1, 2004. They must complete the process by that date. There will be no exceptions or other extensions. See the Recertification Process below.

People who have recorded their seat checks as part of their recertification process should check their record frequently to see if it has been verified.

Instructors seeking recertification in this amnesty period need to fax their teaching logs to SAFE KIDS (202-393-2072, attention "CPS Certification"). These steps must be done by the end of the business day on August 1 to be eligible for amnesty.

National CPS Training Program: New Roles & Responsibilities

A session at Lifesavers reviewed the new structure of the program. NHTSA responsibilities were outlined by Carole Guzzetta, who oversees the training program for the agency. They include technical content and standardization of messages in the curriculum, support for the National CPS Board web site, and periodic updates for certified individuals (*TECH Update*).

The new chair of the CPS Board, Angela Osterhuber, Director of the Pennsylvania Traffic Injury Prevention Project and a CPS advocate since 1985, explained the role of the Board. It provides program direction and technical guidance to maintain a credible standardized program. The Board deals with quality assurance of technician and instructor efforts in the field and advises on appeals to help assure fair treatment. Osterhuber said that the Certification Renewal course is under development and should be ready in the fall. The effort to update the curriculum for 2006 has already begun.

The National SAFE KIDS Campaign, the new certifying organization, handles all the processing of technicians' and instructors' qualifications. It publishes an e-mail update CPS Express, periodically. Karen Farnsworth, then director of the cer-

tification program, and Joe Colella, reviewed processes related to online certification, including the fact that users should check and keep their individual profiles updated to allow ongoing communication.

Certification is valid for two years and there is no grace period for recertification. People should refer to the revised participant manual, which will be available in June on the CPS Board web site (www.cpsboard.org).

Joe Colella, CPS training manager for SAFE KIDS, urged everyone to give the new system a chance to prove itself.

Policies and Procedures

Be sure to check the SAFE KIDS web site for the guide to policies and procedures. Some procedural issues being addressed at this time are: management of purchase order payments, processing of substitute course attendees, and incomplete applications.

Participants should update their profiles whenever necessary to facilitate communication.

Recertification Process

Recertification must be done online now, with all logs of seat checks entered and confirmed before the test can be taken. Instructors then confirm that they verified an individual's practical skills. If the instructor does not verify or deny the technician's submission within two weeks, the application will not be refused.

Once payment has been received, an exam ID and password will be issued along with the link to the exam. The exam need not be completed at one sitting; up to 10 days are allowed. To prepare for the test, people may want to consult the new version of the curriculum, which is expected to be on-line this summer at www.cpsboard.org. After that, the exam is scored and results posted in the person's profile area within 20 days. Also within that time period, the person will be mailed an official notice of status.

NHTSA meeting with State CPS Coordinators

There is a meeting planned for August 2-3 for state CPS training coordinators to discuss issues and concerns.

California Conference on Childhood Injury Control, September 27-29, San Francisco, www.cipp.org

Lifesavers 2005, March 13-15, 2005, Charlotte, NC. Contact www.lifesaversconference.org

KIM (Kidz in Motion) Conference, August 5-7, 2005, Orlando.

Planning is underway for KIM. Donations being sought to help support this CPS-specific conference. Organizers are an incorporated group of seasoned CPS professionals. Contact www.kidzinmotion.org

Changing Faces at SAFE KIDS

Karen Farnsworth, Kerry Fernandez, and Joe Colella, who had been intensively involved in the SAFE KIDS CPS training program, all have left the organization recently. In addition, the director of SAFE KIDS, Heather Paul, left earlier in the year.

The new SAFE KIDS C.O.O. is Beverly Farinelli. The new National Field Director is Steve Hartley. SAFE KIDS is currently seeking a manager of the CPS certification program to carry out the duties formerly carried out by Karen Farnsworth. Karen had been with SAFE KIDS national office for six years, after being involved on the state level in Connecticut. She played a key role in launching the certification program this year.

Joe Colella is leaving his training position and will be working in the CPS field as an independent consultant.

Training and Certification Contacts

Carole Guzzetta, NHTSA staff,
carole.guzzetta@nhtsa.dot.gov

Angela Osterhuber, CPS Board Chair,
aosterhuber@paaap.org

CPS Board Web Site, www.cpsboard.org

Certification and related information,
personal profiles, back issues of *CPS Express*: www.safekids.org

Certification customer service:
877-366-8154

For questions (other than certification customer service) about the National Standardized Child Passenger Safety Training Program: Steve Hartley, 202-662-4465, shartley@safekids.org

SAFE KIDS BUCKLE UP program, Torine Brooks-Creppy, 202-662-0638,
tbrooks@safekids.org